2006 Southwest Region Utility Conference Handbook

Proposed Highway Improvement Program

6 Year Program 2006-2011 February 15, 2006



Division of Transportation System Development Southwest Region

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Division of Transportation Systems Development

Southwest Region

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February 15, 2006

Hello and welcome to the 2006 Annual Southwest Region Utility Conference. This conference serves as a forum to share information regarding our proposed highway improvement projects and the relocation of affected utility facilities. We hope that you find the conference both informative and useful.

The Department of Transportation has recently undergone a statewide reorganization. The former Transportation District 1 and District 5 offices have merged into the new Southwest Region. The counties within our region are Columbia, Crawford, Dane, Dodge, Grant, Green, Iowa, Jefferson, Juneau, La Crosse, Lafayette, Monroe, Richland, Rock, Sauk and Vernon.

As part of our commitment to our customers, we have developed this handbook titled "2006 Southwest Region Utility Conference Handbook". It contains detailed project related information as well as individual county maps showing the location of the region's 6-year highway improvement program (state highway and local road projects). The information in the handbook is subject to change. We will keep you informed of changes to the program during various stages of the project and through future Utility Conferences.

We ask that each of you provide feedback about today's conference and handbook. Please take a few moments and complete the questionnaire that was given to you in your packet of handouts.

We look forward to working with you on future projects and appreciate all your efforts to assist us in creating improved transportation routes. Thank you for your cooperation and understanding as we embark on a new and exciting future for Wisconsin Department of Transportation.

Your Southwest Region Utility Coordinators

Ruth Alfaro, Supervisor La Crosse and Madison Offices

Madison Office

Mike Brolin, Utility Coordinator Bobbie Keck, Utility Assistant/Permits Warren LaDuke, Utility Coordinator Lorraine Moon, Assistant Utility Coordinator Ken Weaver, Utility Coordinator & Field Inspector

La Crosse Office

Connie Bruns, Assistant Utility Coordinator Gary Jackson, Utility Coordinator

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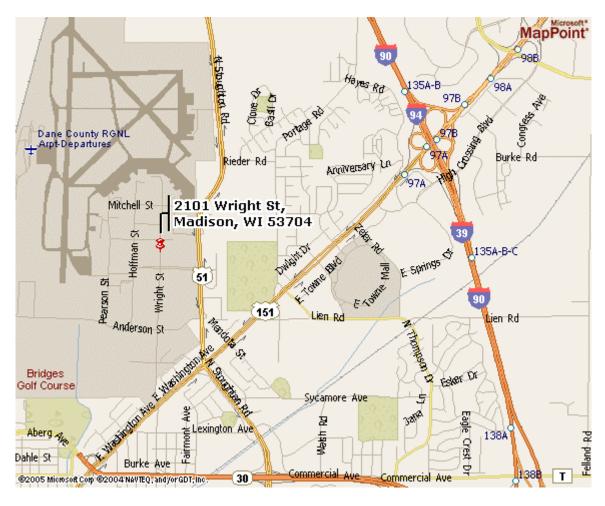
Southwest Region – La Crosse Office

3550 Mormon Coulee Rd La Crosse Wi 54601



Southwest Region – Madison Office

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Southwest Region County Highway Commissioners

Columbia County	Crawford County	Dane County	Dodge County
Kurt Dey	Dennis Pelock	Jerry Mandli – Interim	Robert Sindelar
Columbia County Hwy & Trans Dept	Crawford County Highway Dept	Pamela Dunphy – Assistant	Dodge County Hwy Commission
PO Box 875	21515 STH 27	Dane County Hwy & Trans Dept	211 E Center St
Wyocena WI 53969-0875	PO Box 39	2302 Fish Hatchery Rd	Juneau WI 53039-1309
	Seneca WI 54654	Madison WI 53713-2495	
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Grant County	Green County	Iowa County	Jefferson County
David Lambert	Dallas Cecil	Leo Klosterman	William Kern
Grant County Hwy Commission	Green County Hwy Dept	Iowa County Hwy Dept	Jefferson County Hwy Dept
1011 N Adams St	2813 6 th St	1215 N Bequette	141 W Woolcock St
Lancaster WI 53813	PO Box 259	Dodgeville WI 53533	Jefferson WI 53549
	Monroe WI 53566-1902		
Phone: 608.723.2595	Phone: 608.328.9411	Phone: 608.935.3381	Phone: 920.674.7392
Juneau County	La Crosse County	Lafayette County	Monroe County
Steven Steensrud	Dennis Osgood	Thomas Jean	Jack Dittmar
Juneau County Hwy Dept	La Crosse County Hwy Dept	Lafayette County Hwy Dept	Monroe County Hwy Dept
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		Darlington WI 53530	
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Randy Schoeneberg	Ben Coopman	Stephen Muchow	Virgil Hanold
Richland County Hwy Dept	Rock County Dept of Public Works	Sauk County Hwy Dept	Vernon County Hwy Dept
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Richland Center WI 53581	Janesville WI 53545	Baraboo WI 53913	PO Box 232
			Viroqua WI 54665
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Southwest Region County Surveyors

Columbia County	Crawford County	Dane County	Dodge County
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	1016 16 th Ave		
	Monroe WI 53566		
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Richland County	Rock County	Sauk County	Vernon County
Michael Goegel	Donald Barnes	Matthew Filus	Patrick J Dederich
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Richland Center WI 53581			
Phone: 608.647.8489	Phone: 608.757.5608	Phone: 608.355.4474	Phone: 608.637.5394

Facilities Development Manual

ORIGINATOR Direct	tor, Bureau of Highway Development	PROCEDURE 3-5-2
CHAPTER 3	Facilities Development Process	
SECTION 5	Concept Definition	
SUBJECT 2	Highway Improvement Type Definitions	

TRANS 209 identifies and defines several types of highway improvement projects. This procedure provides the TRANS 209 definition for each type that will be used in classifying projects for the Six-Year STH improvement program. It also provides additional criteria and examples of different project types. Finally, it references the geometric standards to be applied to each. In the event that the applicable standards cannot be achieved, an Exception to Standards must be requested.

Designers need to understand these descriptions to help maintain the proper scope throughout the design life of a project and to ensure that if the scope must be changed, the program classification is also changed when appropriate.

See Procedure 21-5-5 for guidance on the appropriate type of environmental documentation for each type of highway improvement.

Resurfacing

Definition

"Resurfacing" means placing a new surface on an existing roadway to provide a better all weather surface, a better riding surface, and to extend or renew the pavement life. It includes pavement widening and shoulder paving (without changing the subgrade shoulder points). Generally, it involves no improvement in capacity or geometrics. Resurfacing may include some elimination or shielding of roadside obstacles, culvert replacements, signals, marking, signing and intersection improvements. Usually, no additional right-of-way is required; except possible minor acquisition for drainage and intersection improvements.

Additional Criteria

- Overlay must be placed directly on top of existing pavement (no intervening base course)
- May include spot replacement of curb and gutter in urban areas
 Examples

Examples

See Table 2 of Procedure 14.15.1.

- Standards
- Interstate: Procedure 11-44-1
- Expressways and non-Interstate Freeways: Procedure 11-10-5 and 11-15-1
- Non-expressway/non-freeway facilities: Procedure 11-40-1.

Note that "maintenance" work on connecting highways is not eligible for state funding and is therefore the responsibility of the local jurisdiction. The differentiation between a maintenance resurface (intermittent mats and mats of 2" or less) and an improvement resurface (continuous and more than 2"), as related to connecting highways, is stated in Section 6.2.5 of Chapter 09-03-02 of the Program Management Manual.

Pavement Replacement

Definition

"Pavement Replacement" means structural improvement to the pavement structure or removal of the total thickness of all paving layers from an existing roadway and providing a new paved surface without changing the subgrade. It may include restoration of the base aggregate by adding more material before repaving, or adding base aggregate open-graded with drainage system. It generally involves no improvement in capacity or geometrics and no increase in roadbed width. Pavement replacement may include some elimination or shielding

of roadside obstacles, culvert replacement, signals, pavement marking, signing and intersection improvements. Additional right-of-way is typically not required.

Additional Criteria

- "Paving layers" as used above means existing asphalt and concrete
- No change to subgrade means location of shoulder points is not changed
- May include curb and gutter replacement to same line and grade
- Does not include storm sewer construction
- May include transfer of width between pavement and shoulders
- May include shoulder paving

Examples

See Table 2 of Procedure 14-15-1.

Standards

- Interstate: Procedure 11-44-1.
- Expressways and non-Interstate freeways: Procedure 11-10-5 and 11-15-1.
- Non-expressway/non-freeway facilities: Procedure 11-40-1.

Reconditioning

Definition

"Reconditioning" means work in addition to resurfacing or pavement replacement. Reconditioning includes improvement of an isolated grade, curve, intersection or sight distance problem to improve safety, or changing the subgrade to widen shoulders or to correct a structural problem. Reconditioning projects may require additional right-of-way.

Additional Criteria

- Does not include, increasing the number of driving lanes
- May include replacing and/or expanding existing storm sewer systems
- May include continuous shoulder, pavement or subgrade widening
- Does not include adding continuous lanes
- May include reconstruction not to exceed 50% of the length of the project
- May include replacement of curb and gutter in urban areas with up to 50% of new curb & gutter on new horizontal or vertical alignment.

Examples

- Resurfacing or pavement replacement plus re-grading of some individual horizontal or vertical curves
- Resurfacing or pavement replacement plus relocating parts of the project.
- Resurfacing or pavement replacement plus continuously widening subgrade to allow pavement or shoulders to be widened along existing horizontal and vertical alignment
- Resurfacing or pavement replacement plus adding non-continuous (turning, climbing or passing) lanes
- Resurfacing or pavement replacement plus continuously or intermittently grading ditches and slopes to improve drainage or flatten vehicle recovery areas.
- Placing "gravel lift" (new base course) over existing pavement and a new pavement on top of that.
- Resurfacing or pavement replacement plus adding parking lanes in urban areas.

Standards

- Interstate: Procedure 11-44-1
- Expressways and non-Interstate freeways: Procedure 11-10-5 and 11-15-1.
- Non-expressway/non-freeway facilities: Procedure 11-40-1.

Reconstruction

Definition

"Reconstruction" means total rebuilding of both the pavement and subgrade of an existing highway to improve maintainability, safety, geometrics and traffic service. It is accomplished basically on existing location, and major elements may include flattening of hills and grades, improvement of curves, widening of the roadbed, and elimination or shielding of roadside obstacles. It includes minor widening of urban streets to widen lanes or to add parking, bicycle accommodations or auxiliary lanes. Removing parking together with pavement replacement is in this category, because the traffic carrying capacity of the roadway is increased without actually constructing new through travel lanes. Normally, this type of reconstruction will require some additional right-of-way.

Additional Criteria

• Work that either changes the location of the existing subgrade shoulder points or removes all of the existing pavement and base course for at least 50% of the length of the project.

Examples

- Re-grading to improve horizontal or vertical alignment for more than 50% of the length of the project.
- Replacing pavement structure and widening subgrade to widen lanes and/or shoulders.
- Upgrading existing interchanges (i.e., realigning or re-profiling ramps, lengthening ramp tapers, etc.)
- Adding continuous parking or auxiliary lanes
- Replacing existing urban pavement, curb and gutter and storm sewer
- Converting a rural roadway to an urban roadway with the same number of driving lanes.

Standards

• New construction standards in Procedure 11-10-5 and 11-15-1 or 11-20-1.

Expansion

Definition

"Expansion" includes the same types of work associated with reconstruction, but also involves the construction of additional through travel lanes. In some cases, expansion may include construction of an entirely new street or highway on new alignment. Substantial land acquisitions may occur with these types of projects. Major projects are excluded from this definition. [EA]

Additional Criteria

- Same as Reconstruction
- Additional travel lanes may be either on existing or new location · May or may not include rebuilding the existing roadway.
- Relocation, as used below, means changing the horizontal alignment sufficiently so that the old and new right-of-way are no longer contiguous.

Examples

- Relocating a roadway for more than 50% of the length of the project · Adding one or more travel lanes for more than 50% of the length of the project
- Constructing a 2-lane or 4-lane community bypass
- Converting a rural 2-lane roadway to an urban roadway with four driving lanes
- Constructing new interchanges or adding lanes to existing interchange ramps.

Standards

• New construction standards in Procedure 11-10-5 and 11-15-1 or 11-20-1.

Bridge Rehabilitation

Definition

"Bridge Rehabilitation" means the repair, restoration or replacement of the components of the existing structure, including asphaltic surfacing or concrete overlays, as well as work to correct safety defects. Additional right-of-way will typically not be required, except minimal acquisitions may be necessary to accommodate ancillary improvements for drainage or for the construction of an abutment or pier.

Additional Criteria

- Includes widening of superstructure and substructure components
- Includes replacement of any superstructure component
- May include replacement of portions of abutments or piers

Examples

- Initial or replacement concrete or asphalt/membrane deck overlay
- · Replace parapets with or without widening the deck
- Replace deck
- Replace deck and girders
- Widen deck and substructure units and add girders
- Replace or repair joints; replace delaminated concrete; strengthen structural steel by adding plates, rewelding or re-bolting
- Add fencing
- Raise deck to improve vertical clearance below

Standards

• Interstate: Procedure 11-44-1 · All Other Highways: Procedure 11-40-1

Bridge Replacement

Definition

"Bridge Replacement" means the building of a new bridge at the location of the existing structure or at a new location usually contiguous to the existing structure. A minor acquisition of additional right-of-way may be required.

Additional Criteria

- Includes replacement bridges with wider lanes and shoulders or additional lanes
- Includes eliminating grade separations and replacing with at-grade crossings
- Includes box culverts or a series of pipes wide enough to be classified as a bridge
- A bridge of any length or type may be replaced by any other

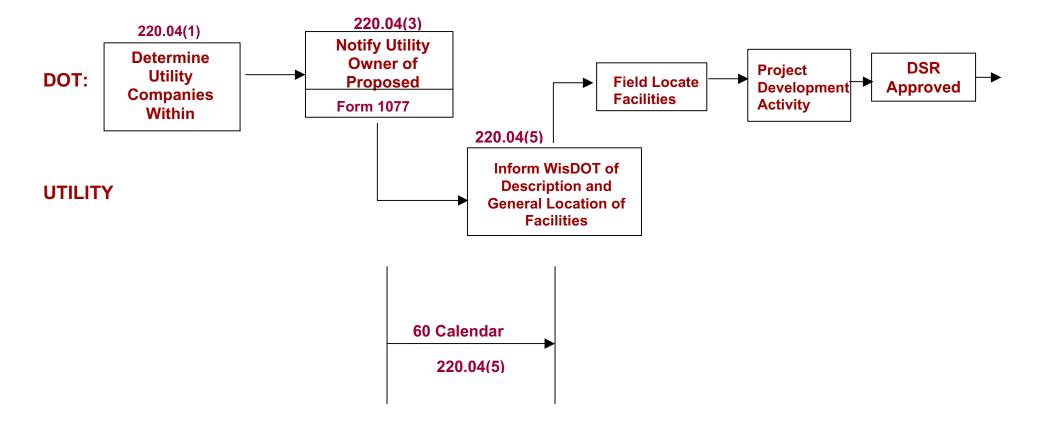
Examples

- Remove and rebuild a 2-lane bridge
- Replace a 2-lane bridge with a 4-lane bridge
- Replace a 4-lane bridge carrying counter directional traffic with a pair of bridges, each carrying traffic in a single direction.
- Replace a small bridge with a triple-cell box culvert 20' (6.0 m) long
- Remove a railroad/highway grade separation and install an at-grade crossing

Standards

- Interstate: Procedure 11-44-1
- All Other Highways: Procedure 11-15-1

CONCEPT DEFINITION INVESTIGATION DETERMINATION



FINAL DESIGN

